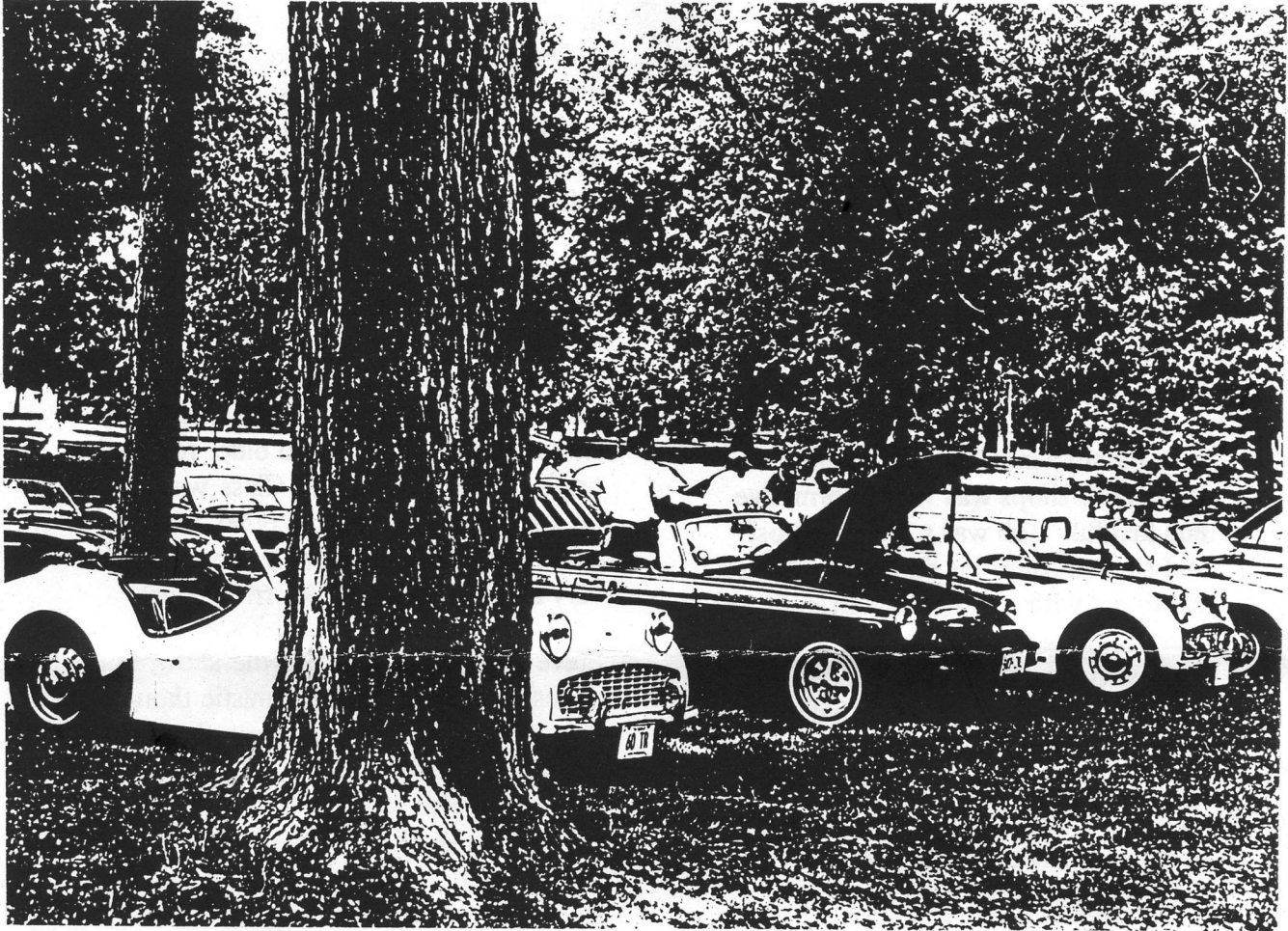




VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club



OVTC IN KINGSTON

In this Issue:

August 1997

- August 25th End of Summer BBQ.....page five
- TR's kick butt.....page three
- Calendar of Events.....page five

**A MESSAGE FROM THE
PRESIDENT,
John Tierney**

A great summer for touring, lots of sunshine, too many shows and events to choose from. Unfortunately for me, business travel has taken up so much time that the TR8 spends most of the time in the garage under the cover. The time spent behind the wheel is still a thrill too far and few between. Perhaps that is because my daily driver is a minivan. So, I hope all you out there in TR land are enjoying this top down weather. Writing about it is not the same!

Last month's meeting held at the Miniman's shops was very informative and helpful. Rob was a gracious host and spent most of his time running from car to car with screwdriver, wrench, and hammer in hand. We asked, watched, and listened as he explained, adjusted and tweaked. The good weather helped bring a good turnout. By my rough estimate we saw one TR4, five TR6s, four TR7s, five TR8s, one GT6, and one spitfire. Many thanks to Rob and Eric for their hospitality.

The August 25th monthly meeting will be an end of summer BBQ - come one, come all! See you there! A quick note about our calendar of events. We print this information as we get it. Sometimes all is not accurate and we can't confirm everything. So, if you intend to take part in an event, be sure to check it out first, and if you find errors, please let us know.

**18th Annual Arnprior Canada Day
Car Show (by Jeff Patterson)**

This event was held in a beautiful park along the banks of the Madawaska River, in the picturesque town of Arnprior. Four OVTC members took the short drive to Arnprior to take part in this event: Jane and Juliano Benco with their TR3A, Martin Harasek with his TR6 and Jeff Patterson with his TR7.

There were many classes for judging (the number as I seem to recall was 18) and the Triumphs were placed in the European Class. Approximately 200 vehicles were present, from radically reworked pickup trucks to older restored originals. The European Class was won by a Morgan, 2nd was another Morgan, and 3rd was a 1950 Ford Prefect (which very much resembled a Morris Minor).

Steve Bourne was also at the show, but minus his GT6. He is optimistic though, that the car will be roadworthy soon (perhaps in time to take in a Fall Show Steve??). The weather was hot (make that stifling hot!) and sunny. All said and done though, it was a great day for a show and we had a fun time.

**Bytown
British**

1003 Cummings Avenue
Ottawa K1J 7S2
(613) 744-4900



Ned Loughrey

*We'll keep your
sports car on the road!*

REPORT - ALL BRITISH CAR DAY - KINGSTON - AUGUST 10TH

Once again the Boot'n'Bonnet Club hosted a very successful display of cars, setting for themselves a largest ever turnout of 104 classic British cars. The venue was Kingston City Park located downtown near Lake Ontario. The weather was unbearably hot, thank goodness for all those large maples to shade us.

The Ottawa Valley Triumph Club had a large turnout of a dozen cars. It was great to see such a significant turnout from the Valley. Around noon I wandered about and counted a total of 40 Triumphs including all models. We were the predominant marque beating out the MGs which numbered 32. Also showing were an Alvis, Bentley, Lotus, Morgans, Austin, Minis, Jags, Healeys and a Hillman.

Stories of interest included how slow the MG convoy was from Ottawa, holding up traffic, including those wonderfully fast Triumphs (ha ha). Or how about that Camaro that flew past Martin Harasek so fast that he spilled his coffee in the most awkward of places! (Fortunately he was able to buy a show t-shirt and leave it untucked for the required effect.) And by the way, Jane Benco bought a draw ticket at a local Kingston pub that will no doubt be the winner in a trip to Ireland.

Vivien and I drove down the day before with both cars and encountered only a couple of problems: a broken exhaust pipe and a rather serious overheating problem in the GT6. Thanks to Juliano Benco for recognizing the overheating as probably "crud" in the engine. As we were staying with family it was a simple

fix to purge and flush the system. Monday's drive home was uneventful. For me in the TR4 it was a good shakeout as I had only just changed the quickly fading clutch a couple of evenings before. For us it was great to show the cars together in Kingston as both of them were purchased from that area.

UPDATE - F 1

- Berger has confirmed he is leaving Benetton. Perhaps to retire? Stay tuned.
- Both Villeneuve and Frentzen have signed for another season with Williams.
- Honda is rumoured to be returning to F-1 for the 1999-2000 season, with full factory support.
- Prost gets his way with the French government after threatening to quit F-1 unless they allow him to move his garage to Versailles to be closer to Peugeot.
- Sylvester Stallone has purchased the rights for a film about F-1. Filming is to start in the next year or two.

156 DUNCAN MILL ROAD, STE. 6 DON MILLS, ONTARIO M3B 3N2	BUS (416) 447-8181 FAX (416) 447-4084 1-800-401-4089
R.A. (TONY) LANT PRESIDENT	
<i>Lant & Co.</i> <i>Insurance Brokers Ltd.</i>	
SILVER WHEEL PLAN	

TR's Kick Butt at the 1997 Croquet Challenge - John Day, Sports Reporter

Len & Debi Fortin of the MG Club once again hosted their annual Croquet Challenge, and this year the TR's were joined by Ron Cashman and the VW club. These guys don't miss a trick when it comes to a bit of inter-club competition! The TR team featured John & Lori Day, Jane & Julio Benco, Martin Harasek and Joe Lashley (Joe arriving in son Steve's recently-rebuilt Lotus Europa, which Joe swears he's just running-in!).

Due to the addition of another marque and the numbers of players, Len & Debi enlisted the help (and yard) of their neighbour for a 3rd playing field. That helped to speed things up, as the games themselves often stretched out, turning into strategic assaults on opponents with balls being croqueted across the lawns (and almost down the street!). In the end, the TR contingent proved victorious, though considering the mutual opinion regarding the attractiveness of the trophy, it's hard to say if the other teams actually tried to lose. The final match was in fact the most competitive of the lot, and we just won by a narrow margin. The Fortins, as always, then hosted all teams to a fantastic BBQ dinner and some homemade desserts (even if the butter tarts had raisins - ugh!). The Croquet trophy now resides in the Day's basement (as no-one else wanted it and Julio has too many model cars on his shelves).

A SPECIAL INVITATION

The members of the Ottawa Valley Triumph Club are cordally invited to spend the afternoon with the GoMoG at Phantom Farms, 24th August, "High

Noon." A relaxing afternoon of chatter, tall tales, and the opportunity to ask, "how did you do that?" is planned. Barbecues will be available so bring your own food and beverages.

Directions - West on Hwy #7 to the Upper Dwyer Hill Road, North on Dwyer Hill to Hamilton Side Road, West on Hamilton Side Road to John Kennedy, Right on John Kennedy, Phantom Farms is 1/2 mile on the right

O R

The MG Club is also hosting an event on the same date, Aug 24th. This is "The Monte Carleton / York Flying 50 Rallye" that we are invited to attend. It covers approximately 100 miles in and around Arnprior. For details please contact Len Fortin at 821-3140.

BOLT & NUT SPECIALISTS

Valley Hardware

SINCE 1967

- Standard • Metric
- Stainless • Specials

DON'T GO NUTS
LOOKING FOR BOLTS

65 BENTLEY AVE. • UNIT 2
NEPEAN • ONTARIO K2E 8B4

PHONE: (613) 225-0293
FAX: (613) 225-6250

QUICK NOTE

You will notice articles in *Overdrive* this month by a number of club members. I guess my appeal last month was heard. If you have a story to tell or an event to describe please drop me a line and it will be printed the next month. We all enjoy reading all there is to be read about the OVTC members and their classic sportscars.

Picton Tour 1997 - by John Day, Travel Reporter

Lori & I joined the "Bowie 3" (namely the Benco's, Lashley's and Hennessy's) this past June for the Boot'n'Bonnet Club annual BBQ in Prince Edward County. As an old 'Belleville Boy', I try not to miss any opportunity to return to that area, and I still believe the County has some of the best touring roads in Eastern Ontario.

We headed out from Benco's house Friday evening, following an ominous rainshower lasting about 25 minutes. Fortunately, that was all the rain we saw, and the roads were dry for Saturday & Sunday. We arrived at Joe Lightfoot's place about 9:30, caught up on things with Joe & Cheryl, then caught some rest. We were up bright and early Saturday morning (at least those of us who slept in the loft above Joe's one garage, after Julio threw gravel up on the metal roof!). New father Jeff Patterson arrived at about 10 from Ottawa for the day. After breakfast, we attended the Picton fairgrounds where there was a display of stationary engines (no, not MG's that won't safety, but steam engines!), and a small collection of classic British and American cars. While at the Picton show, we overheard that there was a huge show of rods & customs going on in Trenton, about 25 miles away. After a meandering route to Trenton, we arrived at the show. It was estimated that there was 2000 cars at this show, and I believed it. This was the biggest car meet of any kind I had seen, and it was amazing! There were all kinds of heavy metal, in both original and customized form, and some oddities as well. We spied an old T-bucket Ford roadster that was sporting 4 (heavily

chromed) Stromberg carbs, and I have the picture to prove it! A rather odd choice for a V-8. The owner says everything works well on the car, but it was a bit too clean to believe that he actually runs it. These muscle car types really can put us British car fans to shame when it comes to detailing and chroming (even Malcolm Brown would be impressed!).

The evening featured the Boot'n'Bonnet BBQ at the Sunset Shores Trailer Park in Cherry Valley. There was plenty of good food and conversation (as always), and "a good time was had by all". After the BBQ, we returned to Lightfoot's for more festivities (& English ale). Jeff headed back home Saturday night to wife Cheryl and son Allan (I don't believe he actually heard the baby cry, but who knows?).

Sunday was started with a nice breakfast at a nearby hotel, where OVTC and BnB members met to compare hangovers and talk more cars (of course). Then the OVTC group were off to explore the County and do some antique shopping. The great thing about driving in Prince Edward County is that since it is basically an island, you can only drive so far before recognizing some area or main road - you can't get lost! That gives plenty of freedom to explore side roads (virtually all are paved, also), and just have fun driving, which is what TR's do best. We headed for home at about noon, and took the 401 to Odessa, near Kingston. From there we headed north through some more back roads. One interesting road had many twists and turns, but as is Julio's luck, it was under construction and slowed us down a bit. All in all, it was a great time. I highly recommend it for next year!

CALENDAR OF EVENTS

- **Aug 24:** Moggies on the Grass. See elsewhere in this issue for details.
- **Aug 24:** MG Club Monte Carleton / York Flying 50 Rallye". Details call 821-3140.
- **Aug 25:** OVTC meeting. See elsewhere in *Overdrive* for details on End Of Summer Barbeque.
- **Sept 6-7:** Boot'n'Bonnet Car Show at the Old Fort Henry Celtic Festival. Details call (613) 386-3797.
- **Sept 5-7:** US Vintage Grand Prix, Watkins Glen, NY. Details call (803)723-7872.
- **Sept 19-21:** British Invasion VII, Stowe, Vermont. Details call (802)253-7558.
- **Sept 21:** TTC 14th Annual British Car Day, Bronte Creek, Oakville. Details call (416)410-4TTC.
- **Sept 22:** OVTC monthly meeting.

* AUG 25th END OF SUMMER BBQ

The Aug. 25th meeting will be held at **6:30 p.m.** at the home of Ed and Vivien Kaye, 1710 River Road, Manotick. We hope to see everyone out, and please bring your better half!

Sausages, salads and drinks will be provided. Entertainment includes croquet, horseshoes and swimming (if you are brave enough!)

Parking will be in the rear for Triumphs, and on the side of the road for non-Triumphs.

Follow Hwy 416 to Bankfield. Travel east on Bankfield to the end. Turn right on Rideau Valley Drive. Turn left at the first set of lights onto Bridge St. Cross over two bridges to River Road. Turn right on River Road, travel 3.6 km or 2.5 miles.

Or, follow Hwy 16 south, turn left onto Rideau Valley Drive. Turn left at the first set of lights onto Bridge St. Cross over two bridges to River Road. Turn right on River Road, travel 3.6 km or 2.5 miles.

Or, follow Riverside Dr. south. At some point, it turns into River Rd.

Look for a Canadian flag tied to the mailbox to make things easy. Hope to see you there! *RAIN or Shine*

Milano Auto Body

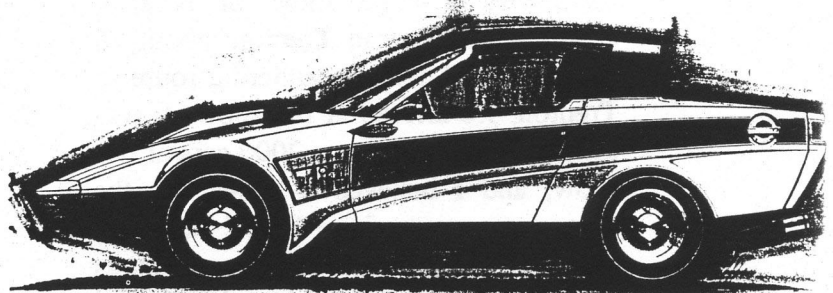
"Specializing in Frame Straightening"

75 ABERDEEN STREET
OTTAWA, ONTARIO K1S 3J5

"Parking for 40 Cars outside and 20 inside"

SARO PANUCCIO

Telephone 238-4165



British Leyland stylist, Harris Mann, produced this sketch of a sports car in the early 1970s - the inspiration for the development of the TR7 style first seen in 1975.

Cars, Fast and Fun - by Vivien Kaye

Seems to me that as long as I can remember, I have been interested in cars. My parents, who are Dutch, used to take the kids to Europe just about every summer. We would visit the relatives in Holland, and then travel to a different part of Europe each time. I was exposed to many different types of cars in many different countries from an early age.

We lived in Holland for two years at one point, where we drove a Citroen Deux Chevaux. It's the first car I remember my family having. At some point, a red VW Bug was purchased, and my parents would put the four kids in the back seat and off we would go - to Switzerland one time. The Bug followed us when we moved back to North America.

I remember a trip to Austria when I was almost 13. The hotel room had a balcony, and at times we would sit out on it, watching the world go by. I remember watching the cars, and trying to identify the type of car that would drive by. This habit continued for many years anywhere that I travelled. For a while, I was really good at identifying pretty well any car on the road. (Unfortunately, no longer true!)

At some point my interest in cars turned into an interest in fast cars. When I was 19, I bought my first car - a 1974 Capri. But this was no ordinary Capri - it had a Ford 302 V8 engine in it. It was a fun car, and a fast car. I still think about that car and wonder whatever possessed me to sell it. (Anyone know of any Capri's for sale???)

I think sometimes that we live in the wrong climate. All the fun cars are

"summer" cars. I would love to have two or three of such cars, and drive whichever one I felt like on any given day. But with our summer being so short, what's the point? I am glad that I at least have one summer car, my GT6. And in the meantime, I do have my turbo Mazda to keep me going fast and happy.

The Ottawa Valley Triumph Club is comprised of approximately 75 members. The Club meets on the fourth Monday of each month at the Manordale Community Centre, Knoxdale and Carola, at 7:30 p.m. Meetings include technical seminars, video presentations, restoration techniques and much more. The Club also publishes a monthly newsletter, *Overdrive*, which is distributed to members. *Overdrive* is also exchanged with newsletters from other clubs. The OVTC Executive at present is comprised of:

John Tierney <i>President</i> (home) 591-9572 (fax) 829-6331 (email) microzon@microzone.com	Ed Kaye <i>Newsletter Editor</i> (home) 692-1880 (fax) 722-3465 (email) wackid@istar.ca	Vivien Kaye <i>Treasurer</i> (home) 692-1880 (fax) 520-3739 (email) vkaye@ccs.carleton.ca
Bob Thomas <i>Vice President</i> (home) 267-4561	Paul MacDonald <i>Events Coordinator</i> (home) 226-2512	Ted Neilson <i>Regalia</i> (home) 834-4764
	Jeff Patterson <i>Membership</i> (home) 839-2891	

Membership is open to all individuals and companies interested in Triumph sports cars. Membership is \$30.00 per year (June/May) per household and \$60.00 per year, corporate.

The OVTC is a member of the British Car Council and is affiliated with the TR Register (UK)

Total TR Production Figures

Model	Years Manufactured	England	Export	Total
TR2	AUG 1953-OCT 1955	2,823	5,805	8,628
TR3	OCT 1955-SEP 1957	1,286	12,091	13,377
TR3A	SEP 1957-OCT 1961	1,896	56,340	58,236
TR3B	MAR 1962-OCT 1962		3,331	3,331
TR4	AUG 1961-JAN 1965	2,592	37,661	40,253
TR4A	JAN 1965-AUG 1967	3,075	25,390	28,465
TR5	OCT 1967-NOV 1968	1,161	1,786	2,947
TR250	AUG 1967-DEC 1968		8,484	8,484
TR6	NOV 1968-JUL 1976	8,370	86,249	94,619
TOTALS:		21,203	237,137	258,340
PERCENT:		8%	92%	100%

There are several sets of production figures floating around on the TR series. The problem is that no one seems inclined to go through all 170,000 individual records held by the British Motor Industry Heritage Trust. The other problem is that some people count the Italias, and some people do not. Triumph also supplied kits that could be assembled at a different site. These cars are generally labeled CKD kits. The major point in all this is simply to demonstrate how few Triumphs remained in England. The great numbers questions will continue until all the Triumphs have vanished from the earth.

